

Traffic Safety/Engineering Advisory Committee
March 25, 2005, 9:30AM
Meeting Minutes

Present

Tom Bruff – SEMCOG
Steve Waterbury – City of Kentwood
Tom Krycinski – MSU
Dick Beaubien – Hubbell, Roth & Clark
Deb McAvoy – Wayne State University
Dave Morena – FHWA

Bruff began the meeting by providing a brief overview of the recent past history of the Traffic Safety/Engineering Advisory Committee (TSEAC). Furthermore, he stated that this committee's charge, as stated in the minutes of the December 17 meeting of the Governor's Traffic Safety Advisory Commission, is to develop the implementation strategy for the "Run off Road (ROR)" emphasis area of the Comprehensive Highway Safety Plan.

Morena suggested that the GTSAC is asking the committee to develop a strategy and targeted plan of action to reduce the frequency and severity of lane departure crashes in this state. However, because this plan will not likely tell an agency how much money to spend, he thinks it falls short of the term "implementation plan."

Next came some general discussion by all who attended. Issues relating to ROR crashes mentioned, included:

- Is this an urban or rural issue?
- Creating a crash profile for ROR crashes.
- Local jurisdictions need to adopt standards (sovereign immunity, tort liability).
- Crash research (use of rumble strips, 40% reduction shown).
- Driver behavior (sleeping).
- Horizontal curves.
- Hydroplaning (is this identified on UD10 crash form?).
- Use of edge lines on pavement (shoulder drop-offs).
- Is the posted speed a factor (i.e., roads with a posted speed greater than 25 mph)?
- Create a Power Point presentation to educate others (i.e., CRAM, MML, etc.) regarding the physical issues, training, and legislative issues.
- Survey others regarding proven mitigating strategies (i.e., Dennis Randolph)
- Coordinate with MDOT's new local traffic safety assistance program.
- Familiar drivers vs unfamiliar drivers (with roads being driven).
- Prioritize mitigation implementation (I-routes, US-/M-routes, and local roads speeds > 25 MPH)

The group then tried to steer the discussion into some next steps. Morena proposed the charge of the group: “What strategies are we recommending that will work in Michigan (to reduce the number and severity of ROR crashes)?”

There was a consensus that some analysis of Michigan’s crash database be performed in order to answer some of the issues previously mentioned. McAvoy described a project WSU is working on in the Upper Peninsula (US-2 from St. Ignace to Crystal Falls). They are specifically looking at ROR crashes (sifting through a few years of UD10 forms). McAvoy also suggested looking at the statewide database (Bruff volunteered to help out). Waterbury also volunteered to help review crash data but he will be focusing on data from the City of Kentwood and UMTRI’s Michigan Crash Facts reports. By researching the attributes of the crash data the group hopes to answer the following questions: What are the causes?, Where are they occurring?, and How to implement (fund) strategies (i.e., create a special program)?

The second action item, suggested by Morena, was to begin a ROR draft technical memorandum/action plan similar to the Intersection Safety Action Plan (ISAP) (http://www.michigan.gov/documents/Michigan_ISAP_Final_Approved_86622_7.pdf). Morena will attempt a first draft by consolidating the various recommended mitigating strategies from several of the AASHTO NCHRP 500 Reports (No. 3, 4, 6, 7, and 8). Once Morena has completed a draft he will send it out to the rest of the committee for comments.

Next meeting scheduled on May 13 (notice will be sent out)

Meeting Adjourned 11:30 AM